PUDUKKOTTAI STATE
NATIONAL WAR FRONT BUREAU

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LECTURE CLII.

WHEN BRITAIN RULED SICILY.

(*From the Illustrated Weekly of India*).

A GRATEFUL PEOPLE.

Sicily has been ruled in turn by Greeks, Romans, Mahomedan Saracens, Germans, British, Spanish and French, until Garibaldi annexed the island to the Italian Empire. The people cherish memories of Britain's rule even to this day, and the island contains a larger number of people opposed to Mussolini's Fascist rule than any other Italian province or island.

United Nations troops would be certain to receive a warm welcome from the populace of Sicily, for since the Napoleonic Wars the people of Sicily have regarded Britain with affection and respect. For a period during the Napoleonic Wars Sicily was controlled by England, while Napoleon's aide, Marshal Murat, was made King of Naples. Sicily remained free from Napoleon and favoured the British. The people even accepted a constitution on the British model in 1812, which was abolished after the island was returned to the Bourbons.

Moreover, the Fascist régime in Italy has made more enemies among the liberty-loving Sicilians than anywhere else in Italian territory.

In spite of Fascist promises of reforms, absentee landowners continue to keep the people of Sicily in semi-serfdom, and the once powerful secret society, the Mafia, is functioning in spite of ruthless suppression by Mussolini. Many Sicilians see in the Allied successes the beginning of their liberation from the Fascist yoke.

EASIER TASK.

The invasion of Sicily would probably be an easier military task than the seizure of Crete by the Germans. Crete was taken by air—albeit against poor ground defences—while the British Navy controlled the seas. Thus, the enterprise was extremely costly to the Germans, with losses from which their parachute battalions did not easily recover. The United Nations should be able to attack Sicily with an advantage both in the air and at sea. But they would find it far more heavily defended than was Crete.

United Nations' occupation of the narrow Italian Peninsula which stretches from Sicily towards the north-west like a funnel might be costly and hardly necessary. After control of the Mediterranean and the Adriatic seas is achieved through the establishment of a diagonal line from Tunis to Albania through Sicily, southern Italy, the Gulf of Taranto, and the Straits of Otranto, Italy will have been bottled up, its Navy rendered

useless, and direct Allied contact established with the Chetniks of Yugoslavia, who are carrying on such a plucky fight.

The path of successful invasion of Europe may not lead through Italy. Most invasions, which used Sicily as a stepping-stone in the past, went from Italy into Africa, but never in the opposite direction.

Even control of the rich northern Italian plain would be of little strategic value for the conquest of Germany behind the wall of the Alps. The arc of the Alps from Genoa to Trieste surrounding the Italian plain has created a natural barrier, which protects the German-controlled territories behind this wall.

Once Italy is more or less cut off, a logical road to Germany would be through Yugoslavia, Hungary, and Austria. The Straits of Otranto separating Italy from Yugoslavia are only 50 miles across. With the support of Serbian and Slovakian guerillas, an invasion force could penetrate the Dalmatian coast until it reached the plains of Zagreb, and the road of the old amber trade-route which leads from the Adriatic Sea to Vienna, the Moravian Gate, the Oder Valley, and the Baltic Sea.

This route strikes more dangerously at the Nazis than in the narrow valleys of the Alps which would give so many natural advantages to the defender. There, in eastern and south-eastern Europe, Germany would be deprived of raw materials without which she cannot exist.

Sicily contains about one-tenth of the Italian population. There are 400,000 agricultural establishments which produce olive oil, wine and subtropical fruits. The Italian mainland receives some wheat surplus from Sicily and most of Italy's fruit and wine exports come from there.

ROLE IN PAST WARS.

Sicily has had a greater share in Mediterranean culture than most other places. As the natural land-bridge between Africa and Europe it has been the stepping-stone from north to south and *vice versa* for about 3,000 years. It was colonised by the Greeks in 734 B. C. When Xerxes, the Persian king, prepared his conquest of Greece, the Carthaginians of Africa attempted to seize Sicily but were defeated. The Romans came into possession of the island and held it from 241 B. C. until 826 A. D., over a thousand years. Rome fought its Punic wars from Sicily as a base, and was able to expand into Africa and destroy Carthage because of its control of Sicily. Caesar, Augustus, and other Roman emperors carried their conquests deep into Africa from Sicily. Prior to the conquest of Egypt, the island was the granary of Rome, and supplied food for the hungry masses of the then world-capital.

Before the Eastern Empire of Constantinople took control, the Franks, Vandals and Ostrogoths took temporary possession of the island Constantinople was able to retain its control for 300 years because of its powerful fleet.

MAHOMEDAN CONQUEST.

Then came the Saracens in 826, and under their rule the island prospered. In 950, the population was estimated at 3,000,000, half of whom were Mahomedans. The first modern State was built in Sicily under the German Hohenstaufen family at the end of the 12th century. Conrad, last scion of this dynasty had not much luck and was executed in 1268.

The subsequent French rulers of Anjou were not successful either, and were massacred at the Sicilian Vespers in 1282. Spanish, and later Bourbon rule dominated Sicily until its liberation by Garibaldi in 1860.

WEEKLY WAR SUMMARY.

19—6—43 to 25—6—43.

Italy.—From April 15 to June 15 Allied aircraft in N. AFRICA and the Middle East destroyed 685 Axis aircraft in air-combats, in addition to 252 destroyed on the ground. During the same period 118 Axis ships were destroyed in the Mediterranean.

A message from ZURICH discloses that orders have been given to evacuate all the larger towns in SICILY.

Mussolini has declared the provinces of FOGGIA, BARI, BRINDISI, LECCE, TARANTO, COSENZA and CATANZARO as operational zones.

The process of 'softening' the Italian outposts is proceeding relentlessly, as the following list of targets bombed during the week will show :—

June 15—5 important Sicilian air-fields.

June 18—SYRACUSE and MESSINA ; air-fields in MILO and COMISO in SICILY ; docks and shipping at OLBIA and GOLFO ARANCI in SARDINIA.

June 19—MESSINA, CASTELVETRANO, BORIZZO and MILO, REGGIO DI CALABRIA and SAN GIOVANNI. The last two are in the 'toe' of Italy, and received nearly 250,000 lbs. of high explosives and incendiary bombs.

June 20 & 21—NAPLES, CANCELLO, SALERNO, BATLIPAGLIA and FERRA ANUNCIATA, Wellington bombers attacked NAPLES on the 20th and 100 Flying Fortresses. on the 21st. Considerable damage was done to the industrial centres, the Royal Arsenal, a torpedo factory, a gasoline plant, an aviation depót, several buildings and a railway track.

A 52-hour battle near SIATISTA in MACEDONIA between Greek patriots and Italian forces, in which 17 Italian officers and 482 soldiers were captured, is reported.

Germany.—Reconnaissance photographs show that the R. A. F.'s May 19 attack on WUPPERTAL was one of the deadliest. The whole town, covering over 1,000 acres, has been wiped out.

The devastation of DUSSELDORF on June 17 was equally severe. All the main sheds of the DUSSELDORF-DURENDORF marshalling yards have been burnt out.

The destruction of the armaments plants of the RHINE and the RUHR is proceeding ruthlessly. Important factories at ESSEN and DUISBURG making guns and shells, the Mannesmannrohren Werke, making submarine parts, the J. G. Schuitzke plant making torpedoes have been severely damaged.

COLOGNE was raided on June 16 for the 115th time. The chief target of June 19 was the Schneider factory of 270 acres at LE CREUSOT in C. FRANCE, making guns and locomotives for the Germans. The Luftschiffbau Radio factory at FRIEDRICHSHAVEN was raided on the 21st, and also KREFELD where 4,000 lb bombs were bombed at the rate of 5 every minute. On the same day, the U. S. Army 8th Air Force attacked the synthetic rubber factory at HULS, and the general motors factory near ANTWERP, while the R. A. F. raided the shipyards at ROTTERDAM.

A Sea-Victory.—Details are now available of the 5-day Atlantic battle last month in which the Royal Navy and the R. A. F. in combination won a decisive victory over the German U-boat packs. As a result, 2 enemy submarines were sunk for certain, 3 more

were probably sunk and many more were damaged. In addition to escort ships, ship-based aircraft, a new weapon played an important part, forcing the U-boats to fight many miles away from the cargo ships in the convoy, with the result that not a single cargo ship was injured.

Russia.—The chief event of the week is the Russian capture of the OREL bulge in the MTSENSK sector, which the Germans, in spite of 50 counter-attacks, and the loss of 2,000 men, have been unable to recover. Russian troops are within gun range of NOVOROSSISK. The Red Air Force is shelling the air-fields behind the enemy lines.

The Pacific.—Allied raids were carried out on KAHILI, SHORTLANDS, VILA, KOLOMBANGARA, SALAMUA, VITIAZ Strait, the CELEBES, TIMOR, BUKA, CAPE GLOUCESTER, MARKHAM VALLEY, ATTU, KISKA and TABERFUNE.

American aircraft scored a smashing victory over 120 Japanese raiders, which attempted to raid GUADALCANAR on June 16,77 enemy planes were destroyed.

Allied bombers carried out a heavy raid on a Japanese-held Dutch oil-field at PORT BOILA, north of AMBOINA in the DUTCH EAST INDIES.

Japanese planes raided PORT MORESBY, and MUBO with little damage.

British Spitfires mauled a formation of 43 Japanese aircraft which attempted a day-light raid on PORT DARWIN on the 20th. The raiders were intercepted 50 miles away from DARWIN and 22 of them were destroyed or damaged. This was followed by an Allied attack on the Japanese base of RABAUL, where 41 tons of high explosives and incendiaries were dropped. The whole area was in flames, which could be seen 50 miles away. In the LAE area 23 Zeros were destroyed out of 36 which attempted a raid.

China.—In the battle which lasted 40 days in HOPEH and HONAN 40,000 Japanese had been killed. Chinese forces have carried out a series of bombing raids on Japanese positions on Lake Tungting, and have recaptured TOUHUTI, SUATANG and CHIHUA. The position in W. HOPEH has been restored to what it was when the YANGTSE battle began.

ALLIED AIR RAIDS.

14—6—43. (Monday).

EUROPE (German occupied).

NIGHT:—(18 Allied planes missing).
- **Industrial targets** in OBERHAUSEN (Germany).
- **Laying mines** in enemy waters.
- **Barges, trains and air-fields** in the LOW COUNTRIES and FRANCE.

ITALY and the MEDITERRANEAN.
- **Dispersal areas, runways and barracks** at BOCCADI BALCO and CASTEL VETRANO.
- **Airfields** at SCIACIA and BORIZZO (Sicily).
- **Targets** at MARSALA (16 enemy planes shot down and 7 Allied planes missing).

RUSSIA.
- **Air combats and grounded aircraft** all along the RUSSIAN Front.
- **Enemy railways, stations and dumps** in occupied RUSSIA.

FAR EAST.
- **Jap cargo ship** in HUMBOLDT BAY.
- **The towns and air-fields** at KAIMANA and BABO (Dutch New Guinea).
- **Jap ground installations** at VITIAZ STRAITS.
- **Jap barges** off HUON Peninsula.
- **KAHILI and SHORTLAND Island.**
- **Air-field** at VILA (Kolombangara Island).
- **The wireless station and jetty** at AKYAB (Burma).
- **Japanese troop positions** on the MAYU Peninsula and the KALEMYO area (Burma).
- **Railroad bridge** over the MU River (Burma).
- **Work-hops** at MAYMYO (Burma).

15—6—43 (Tuesday).

EUROPE (German occupied).

Day:—
- **Shipping** off CHERBOURG (France).
- **Railway targets** near DIEPPE (France).
- **Air combats** over the FECAMP area (3 Axis planes shot down).

NIGHT:—
- **Laying mines** in enemy coastal waters.

ITALY and the MEDITERRANEAN.
- **Enemy airfields** in SICILY including that at COMISO (11 Axis planes destroyed).
- **Coastal installations** at CAPE PASSERO (Sicily).
- **Road and rail communications** in SICILY and Southern ITALY.
- **Enemy schooner** in the AEGEAN Sea.

RUSSIA.
- **Air combats and grounded aircraft** all along the Russian Front.

FAR EAST.

Lakunai and Rapopo air-fields at RABAUL (N Britain).
The air-field at CAPE GLOUCESTER (N. Britain).
Jap villages of BOANA and KAIAPIT (N. Guinea).
Storage building in AKYAB town (Burma).
Enemy motor transport and stores at MAUNGDAU (Burma).
Enemy transport at BUTHIDAUNG (Burma).
Jap positions at THEIZANG and SIHAUNG MAUK (Burma)
Main Mandalay railway line between PYINMANA and KYAUKUSE (Burma).

16—6—43 (Wednesday)

EUROPE (German occupied).

DAY:—
Locomotives in northern FRANCE.
Axis communications over Northern FRANCE. (11 enemy planes shot down, 2 Allied planes missing).

NIGHT:—(15 Allied planes missing).
Military and industrial objectives at COLOGNE and elsewhere in the RHINELAND (Germany).
Targets in HOLLAND and BELGIUM.

ITALY and the MEDITERRANEAN.

Axis air bases and grounded aircraft in SICILY.
Axis shipping in the AEGEAN Sea.

RUSSIA.

Air combats and grounded aircraft all along the RUSSIAN Front.
Nazi air-fields in occupied RUSSIA.

FAR EAST.

The air-field at KENDARI (Celebes).
KOEPANG (Timor).
The air-field at CAPE GLOUCESTER.
BONA village.
Jap territory near MUBO.
The railway yards at MANDALAY (Burma).
The enemy base at INDAINGGY (Burma).
BUTHIDAUNG (Burma).

17—6—43. (Thursday).

EUROPE (German occupied).

DAY:—
Enemy convoy off the DUTCH Coast.

NIGHT:—
Laying mines in enemy coastal waters.

ITALY and the MEDITERRANEAN.

Axis bases in SICILY and SARDINIA.

RUSSIA.

Air combats and grounded aircraft all along the RUSSIAN Front.
German air-fields in occupied RUSSIA.

FAR EAST.

Dutch oil-field at PORT BOILA (Dutch East Indies).
Jap installations at SALAMAUA (New Guinea)
The wharf area in ROOKE Island.
KISKA (Aleutians).
BALLALE Island (Shortlands area).
Enemy barracks and installations at LASHIO (Burma).

18—6—43 (Friday).

EUROPE (German occupied)

DAY and NIGHT:—
No information available.

ITALY and the MEDITERRANEAN.

The power station and railway yards at COMISO (Sicily).
The air-field at MILO (Sicily).
Shipping and docks at OLBIA (Sardinia).
Docks and railway yards at GOLFO, ARANCI (Sardinia).
Communications in South SARDINIA (39 Axis aircraft shot down; 8 Allied planes missing).
Railway communications in South ITALY.
Axis vessels on the west coast of GREECE.
The dock at SYRACUSE.

RUSSIA

Air combats and grounded aircraft all along the Russian Front.
German air-fields in occupied RUSSIA.

FAR EAST.

Jap barges in HUON GULF.
Allied positions in the BUNA area (N. Guinea).
BINA (N Guinea).
Railway yards at YAMETHIN.
Oil wells at YENANGYAUNG (Burma).
Railway installations at MYINGYAN (Burma).

19—6—43 (Saturday).

EUROPE (German occupied).

DAY:—
Axis spips off the NORWEGIAN coast.
Targets over FRANCE and HOLLAND.

NIGHT:—
SCHNEIDER works in Central FRANCE.
Military objectives in the RUHR and RHINELAND.
Air-fields and railway targets in FRANCE.
Air combats over BAY of BISCAY.

ITALY and the MEDITERRANEAN.

The docks at MESSINA.
Shipping in the MESSINA STRAITS.
Air-fields in western SICILY.
Shipping off the coast of SICILY.
The harbours at SANGIOVANNI and REGGIO DI CALABRIA (Italy).
Axis shipping in the AEGEAN Sea.

RUSSIA.

Air combats and grounded aircraft all along the Russian Front.
Air-fields in occupied RUSSIA.

FAR EAST.

Vunakanan airfield at RABAUL (New Britain).
Enemy held villages along the FINSCHHAFEN coast of New Guinea).
KISKA (Aleutians)
SHORTLANDS area.

20—6—43 (Sunday).

EUROPE (German occupied)

DAY:—
Locomotives and barges over FRANCE and HOLLAND.
Supply ships off the coast of FRANCE.

NIGHT:—
Radio factory at FRIEDRICHSHAVEN.
Laying mines in enemy coastal waters.

ITALY and the MEDITERRANEAN.

Air-fields in SICILY and SARDINIA.
Railway communications and installations in SICILY and South ITALY.

RUSSIA.

Air combats and grounded aircraft all along the Russian Front.
Axis airfields in occupied RUSSIA.

FAR EAST.

Enemy air-fields at RABAUL (New Britain).
Air-fields at LAE and SALAMAUA (New Guinea).
Jap barges in the BISMARC Sea.
Villages in the AKYAB area.

ENEMY AIR RAIDS.

15—6—43 (Tuesday).

BRITAIN.

No information available.

RUSSIA.

Russian air-fields behind the Russian forward lines.

FAR EAST

GOODENOUGH Island (New G)

GUADALCANAR (Solomons).

16—6—43 (Wednesday).

BRITAIN.

No enemy air activity.

RUSSIA.

Russian communication centres in the rear of the Russian army.

FAR EAST.

The BENA area (New Guinea).
The air-field at DOBODURA (New Guinea).
The air-field at GUADALCANAR (Solomons).
(77 enemy aircraft shot down).

17—6—43 (Thursday).

BRITAIN.

A town in south-east ENGLAND.

RUSSIA.

Russian air-fields behind the Russian lines.

FAR EAST.

Villages along the RAMU River.
CAPE SUDEST (New Guinea).

18—6—43 (Friday).

BRITAIN.

LONDON district.

RUSSIA.

Russian communication centres in the Central Front.

FAR EAST.

Port MORESBY (New Guinea).

19—6—43 (Saturday).

BRITAIN.

LONDON area.
A place in South ENGLAND.

RUSSIA.

VOLKOV (near Leningrad).

FAR EAST.

ORO BAY and SOPUTA (New Guinea).

20—6—43 (Sunday).

BRITAIN.

A place in South-east ENGLAND.

RUSSIA.

A populated point on the upper reaches of VOLGA area.

FAR EAST.

Allied position in BENA-BENA (New Guinea).

21—6—43 (Monday).

BRITAIN.

LONDON area (only an alert).

RUSSIA.

An air-field near LENINGRAD.

FAR EAST.

Port DARWIN (Australia) (22 Jap planes destroyed; 2 Allied planes missing)

SIDE LIGHTS.

THE ROYAL VISIT. His Majesty has had a busy time from the day he landed in N. AFRICA two weeks ago to the day of his return to England, yesterday (Friday—25th). He received Generals de Gaulle, Giraud and Catroux, inspected Allied armies and fleets, and saw war-scarred Tunisian cities and Italian prisoners from PANTELLARIA. He has visited convalescent homes, placed wreaths to the memory of the dead in cemeteries, British and American, and mixed and talked with soldiers—in a manner reminiscent of Henry V on the eve of Agincourt. We imagine he met his Corporal Nyms, and Lieutenant Bardolphs, his Ancient Pistols and William Bateses on the Tunisian sands and beaches, and fraternised with them as his ancestor did. We are told he visited one day the soldiers enjoying a Sunday swim, and on recognising him, they sang, 'For He's a Jolly Good Fellow.' In another place he lunched in a pine-grove, on rough, wooden tables, served by Negro cooks, from aluminium mess tins. Private Dominic Albonizio cuts up an old Khaki shirt and makes long sleeves and cuffs for His Majesty to prevent sun-burn. He walks from 'camp to camp from watch to watch, from tent to tent.'

> 'Forth he goes and visits all his host,
> Bids them good morrow, with a modest smile,
> And calls them brothers, friends and countrymen.
> ....With cheerful semblance and sweet majesty.
> That every wretch, pining and pale before,
> Beholding him, plucks comfort from his looks,
> A largess universal, like the sun,
> His liberal eye doth give to everyone.'

His Majesty's present visit is but a continuation of the kindly contact which he has always kept with the war Services and industries, since the war began, of the visits he has continually made to the fighting armies at Home, to the Home Guards, the British Expeditionary Force, the U. S. Forces: of his kindly visits to the bombed areas during the Battle of BRITAIN.

By his sympathy, and his own sufferings, the King has demonstrated that it is a total war we fight, in which the distinction between King and peasant is lost. Buckingham Palace was *blitzed* as East LONDON was. In the death of the Duke of Kent he too has had his bereavement; and his present contacts in N. AFRICA have forged the bonds of affectionate loyalty stronger than ever, and braced his men for the strenuous days to follow, for the victory in sight.

Yet, the visit was much more than a social affair. It was not only gracious for its kindliness, not only a tribute to the magnificent feat of arms of the Allies to their achievements in N. AFRICA. It was the signal for the starting of new offensive operations. The King's previous visit to his armies, outside Great BRITAIN was to the British Expeditionary Force in FRANCE in 1940. It was the prologue, as it were, to the great struggle which has lasted now for three years. His present visit is, so to say, the epilogue to the horrible world-drama now drawing to a close.

His Majesty arrived in MALTA on Sunday and while touring was cheered lustily by large crowds of troops and civilians, church bells ringing. One of the pleasant functions he performed during his stay here was to present Viscount Gort, MALTA's Governor, with the Field-Marshal's baton. On leaving he left the following message to MALTA:—

" It was with great eagerness that I seized the occasion of my visit to N. AFRICA to come to MALTA and to bring to the armed forces, and to the MALTA people a message of good cheer on behalf of all other peoples of the British Empire. The warmth with which I have been received to-day has touched me more than I can say. It has been for me further proof of the loyalty which has inspired the island fortress to withstand the fiercest blows that the cruel enemy could inflict upon her. I thank the people of MALTA from my heart, and send them by best wishes for happier times that surely lie ahead."

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THE WAR OF NERVES, which GERMANY started years ago is now working in reverse, and His Majesty's visit has added new terrors to the already existing invasion fears. Her propagandists have now adopted a new line of propaganda, in a vain attempt to get at the Allied intentions. *Allehanda*, a pro-German Swedish newspaper, in a special edition dated June 16, put out a story, as coming from a 'reliable source', of secret peace-negotiations in a hotel in STOCKHOLM between GERMANY and RUSSIA, the representatives being Madame Kollantary, Soviet Minister to SWEDEN and certain 'High German officers'. The 'negotiations' though 'agreed to' by RUSSIA, in respect of the German retention of PRUSSIA, were reported to have broken down owing to RUSSIA's unwillingness to part with the UKRAINE. The funniest thing about the story is the denial of the story subsequently by the newspaper itself, and the fact that Madame Kollentary had been absent for months from STOCKHOLM where the conversations are supposed to have taken place, and had herself characterised 'the report as 'an insolent, ridiculous, propaganda lie'. Stalin, of course, has promptly exposed the lie. In a message of June 17 to the Congress of Polish patriots a sembled at MOSCOW he stated, you can rest assured that the Soviet Union will do everything possible to hasten the,

defeat of the common enemy—Hitlerite GERMANY, strengthen the Soviet-Polish friendship and assist in every way in the restoration of a strong and independent POLAND.'

The war of nerves works, rattling the enemy. News of the closure of the Turco-Syrian frontier and concentration of British forces on the Turkish frontier and in CYPRUS, and of 75 ships at GIBRALTAR, including a battleship, two aircraft-carriers and 10 destroyers, and reports such as those of the *Daily Mail*, that 'powerful armies are in position from SCOTLAND to SYRIA and may strike simultaneously or consecutively, and that SICILY may be either objective number one or it may be well down the list,' have all tended to puzzle and unnerve him.

Earlier, that is at a time when the invasion was distant and only probable, and not so imminent and certain as now German propaganda took the line of boasting and spoke of the impregnability of the European defences. 'Let the enemy come', said the Radio Zeesen, on April 13, 'he will find a new Dieppe, he will get a terrible beating. We have fortified the coast of EUROPE from North Cape to the Mediterranean, and supplied it with the 20th century's deadliest weapons. Even the hardest and bitterest enemy attack is doomed to failure. On another date it said, 'the extensive fortifications are based on the experiences of the Western Wall and the Maginot Line as well as those of the campaign in the East. While the gun turrets of the Maginot Line operated only through 180 degrees, the present turrets cover 360 degrees......To give you some idea of the Atlantic Wall, the steel would be one uninterrupted bar from the earth to the moon and back, while the concrete would suffice to build a road from BERLIN to the SOLOMONS', 'the Wall itself is 200 Kilometres longer than the Great Wall of CHINA' and so on and so forth.

Since the fall of the Mediterranean islands the propaganda tune has changed EUROPE, we are now told, has no 'southern wall', ITALY is 'a sensitive point', that TURKEY's intentions are 'debatable', and that the Atlantic Wall itself is vulnerable and may go the way of all ramparts in modern warfare, though, and this is the consolation, there is plenty of fighting space between the Atlantic fortifications and the borders of the REICH.

With the decline of confidence and the adoption of a defensive attitude, the fear of the enemy outside has been increased by the fear of the enemy within. Remarking on the foreign workers inside GERMANY, a Correspondent of the Swedish paper *Arbettet*, who had lately visited BERLIN, LEIPZIG and DRESDEN says :—

'One feels as if one were visiting the tower of Babel; prisoners of war are to be seen every where...There are many political germ-carriers among the 5 million foreigners working in Germany. One does not have to talk very long to a German industrial leader in order to realise that the great influx of labour has irritated the labour market.'

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THE LUFTWAFFE. In several respects, air-war is like sea-war. A TRAFALGAR in the sea or in the air must, it seems to be generally agreed upon, be followed by a WATERLOO on land, to finish the war, and just as no body denies that TRAFALGAR paved the way for the victory of WATERLOO, so it seems to be generally agreed that the present Allied successes in the air are preparing the way to a land victory. Let us explain. The *Luftwaffe* is like a fleet at sea, manoeuvring to defend its base against a containing Allied air force hemming it in from the East, North, and South. For this purpose it works in 5 sections—Luftflotten.

Sector.		Commander.		Strength.
No. 1—N. Russia	...	Keller	...	1,250 planes.
No. 2—The Mediterranean	...	Kesselring	...	800 ,,
No. 3—Germany and Western Europe.		Sperrle	...	1,500 ,,
No. 4—S. Russia	...	Von Richtofen	...	1,250 ,,
No. 5—Norway and Finland	...	Stumpf	...	200 ,,
				5,000 ,,

What with the growing Anglo-American and Russian aircraft production, the strain on German production owing to the Allied air-raids, and the strain imposed by the increasing rate of German air-losses, Kaller and Richtofen (Luftflotten 1 and 4) have enough to do to keep the Russians at bay along the 1,000 mile Eastern front, and would be thankful for any transfer of reinforcements from some other sector. Sperrle (Luftflotte No. 3) has multiple tasks. He must maintain a defence force in anticipation of invasion at any, of all the possible Allied bridgeheads from DENMARK to the Pyrennees; defend the armament factories and communications in DENMARK, HOLLAND, FRANCE, and the RUHR, besides the Baltic ports and CZECHOSLOVAKIA, and spare planes for the dawn-to-dark patrol of the 400 miles of the Bay of Biscay containing the U-boat bases, in the absence of which the U-boat war would collapse. Stumpf (No. 5), with his strength perilously cut down to 200 planes, must defend not only NORWAY but FINLAND, while Kesselring (No. 2), with a bare 800 is now saddled with the colossal task of holding the huge Anglo-American air-forces based on N. AFRICA, and MALTA. With his limited strength he must now defend ITALY and GREECE, not to speak of SICILY, and SARDINIA, CRETE and the DODECANESE. If he withdraws from the Aegean, or the Balkans, GERMANY's Achilles' heel will be exposed. Thus, German air strength is pinned down at different points and fully engaged everywhere, so that increased help for any sector by transfer from another sector is impossible. It has been calculated that since ALAMEIN Luftflotte No. 2 must have been replaced twice over—the loss sustained by this section in the Mediterranean in May alone was 337. With declining German production, the gap between the German and the Anglo-American forces steadily widens. Moreover, Luftflotte No. 2 has been forced into a losing battle on the Italian front, which it cannot break off short of losing Italy itself. Luftflotte No. 3 is also undergoing a similar process of attrition by the R. A. F.'s ceaseless battering of the German centres. In these ways an air TRAFALGAR is being fought and the air situation, as it develops, will soon hasten the day of a WATERLOO on land.

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WHERE IS THE ITALIAN NAVY? The Italian Navy Day was celebrated, as it turned out, on the day of the surrender of PANTELLARIA, by an exchange of vapid congratulations between Grand Admiral Doenitz and Admiral Riccardi, by a lavish distribution of medals and by adulatory broadcasts. According to the BERLIN Radio (June 11)-Grand Admiral Doenitz 'expressed his conviction that the historic struggle of ITALY and GERMANY against the common enemy would lead to the freedom and greatness of the Fascist Empire. The unshakable determination and the fine soldierly spirit displayed by the men of the Italian Navy proves this to be a certain victory......The Italian Navy had inflicted enormons losses on the Allied Navies and had fulfilled many other tasks for which it deserved a special place in the history of the second world war.'

But where is the Italian Navy ? Hitherto it has preferred to evade battle action and on the rare occasions when it came into touch with the British Navy it escaped under cover of darkness or smoke. It has had its reasons. It had neither fighter cover, nor destroyer screen. But with the loss of her African Empire her destroyer escorts, no longer on duty to escort supplies to N. AFRICA, may be diverted to protect her battleships. Her capital ships will no longer cross the Mediterranean nor venture beyond the limits of the Adriatic, the Tyrrhenian or Ligurian seas. But it is possible that under force of circumstances, she may now change her strategy from a fleet 'in being' to a fleet 'in action.' A fleet in being remains in harbour, ready for action, thereby keeping the opposing fleet always on the alert. But this passive attitude will no longer suffice. Now that invasion threatens the mainland, the Italian fleet is bound to come out when the Allied armada arrives.

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THE EASTERN FRONT. With June 22nd, Germany enters on her third year of war against RUSSIA. Two years ago, she treacherously fell on her eastern friend and neighbour in the hope of an easy victory. The boast then was that RUSSIA would be overrun in six weeks. The Russian winter campaign of last year, crowned by the STALINGRAD victory which forced the Germans to retreat from the Terek and Volga over 700 kilometres, was the turning point. The German losses during the two years were colossal, 6,400,000 men, 56,500 guns, 42,400 tanks and 43,000 aircraft. The German position has now declined in other respects also. The capacity of her munition production has fallen, owing to air-raids. Her rear is cracking, with patriot risings. The Italo-German *bloc* has deteriorated, and Goebbelsian attempts to create disunion among the Allies have failed. TUNISIA has upset Hitler's time-table, with the result that he may prefer to wait and be on the defensive on the Eastern front. At any rate it is significant that the 1943 offensive, so prominent in Goering's Jan. 30, and Goebbels' Feb. 18, speeches, is now so entirely absent from German propaganda.

Perhaps it is wrong to say that Hitler has made the decision himself. Perhaps Hitler no longer counts. Since STALINGRAD none of the German moves bears the personal mark of Hitler. Though Hitler may still be in nominal command, he must be a very chastened and sobered man, ready to listen to expert advice. The German High Command, with their experience, must now clearly envisage the hopelessness of the situation, at least, the impossibility of finishing off RUSSIA and turning next to the West. They must know that any further attempt to force a decision in the East would precipitate a general breakdown; and must have told Hitler that GERMANY's present strategy was to reserve what strength she still had for home defence, and seek peace by political means.

This is our hour to strike at GERMANY and strike hard.

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INDIAN ADMINISTRATIVE CHANGES. The appointment of Field-Marshal Wavell as the next Viceroy, and of Gen. Auchinleck as the Commander-in-Chief, coupled with the creation of a new East Asia Command, which we reported last week, initiates a new Far Eastern Strategy. The entrusting of INDIA to the foremost soldier of the Empire and the age, the man most dreaded by the enemy, added to the organisational ability of Gen. Auchinleck, the General who had the honour of stopping Rommel at EL ALAMEIN, ensures INDIA's safety. Her

separation from the East Asiatic zone of war gives her freedom to complete her defences and develop as the chief arsenal of the Empire. The creation of an East-Asia Command initiates the change-over from the defensive to the offensive in the FAR EAST.

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ARAKAN. The present monsoon months, which will stand in the way of an invasion campaign, will be used, however, for preparations for an attack in the months which follow the rains. The recent British drive into ARAKAN was not, in any sense, a major move into BURMA. An operation against BURMA to be successful must be sea-borne, and directed against RANGOON, MOULMEIN and LASHIO, to reach the Burma Road. The ARAKAN campaign had a strictly limited objective—AKYAB, and nothing more. It was intended to take over a base, from which CALCUTTA could be bombed, which the Allies could use in turn for the bombing of RANGOON and MANDALAY. This attempt failed on account of the factors of distance, terrain, and communications.

The rainy months will be used to build air-posts, roads, bridges, and docks, in preparation for an ensuing winter campaign.

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WAR EFFORT IN PUDUKKOTTAI. A PUDUKKOTTAI notification dated 17—6—43 prohibits forward contracts, after 16th June 1943, in respect of oil-seeds (ground-nut, linseed, mustard seed, rapeseed or toriaseed). Any old contract outstanding after the date shall be deemed closed at such rate as the Government may fix.

Another order of the same date prohibits the disposal, by sale or otherwise, except, as Government direct, of

(1) Slubbing tubes, (2) Roving tubes, (3) Ring Rabbeth, (4) Ring Weft Pirns (including Universal and Wadia Pirns), (5) Ring doubler bobbins, (6) Warper bobbins, (7) Paper tubes cones and (8) Ring-travellers, used in the textile industry.

In an order dated 6—6—43 the prices of papers are fixed as in the following schedule :—

	Whole price per lb	Retail price per lb
1. Bleached woodfree M. F. Writing and M. F. printing paper 14 lbs. demy and above, including creamlaid, cream wove and account book M. F. paper and pulp boards but excluding imitation art, super-calendered, typewriting, duplicating, map printing and blotting paper.	0 8 0	0 9 0
2. Brown wrapping and cartridge paper 22X29. 30 lbs and above.	0 7 3	0 8 3
3. Ordinary badami paper 14 lbs demy and above.	0 7 5	0 8 5
Additional prices :—		
(a) For coloured M. F. Printings and pulp boards.	0 1 0	
(b) For light weights—foregoing qualities under 14 lbs demy.	0 1 0	
4. White printing paper, green label demy under 14 lbs.	0 9 0	0 10 0
5. White printing paper green label demy 14 lbs. and above.	0 8 0	0 9 0
6. Writing creamlaid 6 lb.	0 9 0	0 10 0
7. Do. 8 lb.	0 8 0	0 9 0
8. Do. Conquest Azure laid.	0 10 0	0 11 0

THE AIMS OF THE UNITED NATIONS.

EXTRACTS FROM LEADERS' SPEECHES

General Sikorski, Prime Minister of Poland, said in London (July 2, 1942): "The second world war provoked by Germany is no ordinary war in more than the technical sense of the word. It is a universal revolution, the consequences of which will be permanently and deeply felt throughout the whole world.

"This struggle of national races and systems is but the birthpangs of a new order and things based on the highest universal human values which, for better or for worse, will determine the future of the world."

Joseph Stalin, Prime Minister of Russia, said (November, 6, 1941): "Unlike Hitlerite Germany, the Soviet Union and its allies are waging a war for liberation—just a war for the liberation of the enslaved peoples of Europe and the U. S. S. R. from Hitler's tyranny. Therefore, all honest people must support the armies of the U. S. S. R., Great Britain and other Allies as the armies of liberation. We have not, nor can we have, such war aims as the seizure of foreign territories or the conquest of other peoples, irrespective of whether they are European peoples and territories or Asiatic peoples and territories. We have not, nor can we have, such war aims as the imposition of our will and our régime on the Slavic and other enslaved peoples of Europe who are waiting for our help. Our aim is to help these peoples in their struggle for liberation from Hitler's tyranny, and then accord them the possibility of arranging their lives on their own land as they think fit with absolute freedom. Russia's first aim is to free her own territory and her second aim is to free the enslaved peoples of Europe, and then allow them to decide their own fate without any outside interference in their internal affairs."

Major Attlee, the Deputy Prime Minister of Great Britain, said in New York (October 29, 1941): "As against the conception of a world drilled and dominated by a self-styled master race, to which all others are inferior and subservient, we stand for democracy among nations. We wish to see free peoples freely co-operating to make their particular contributions to our common civilisation, but we recognise that just as in a city or a State freedom of the individual is secured by the enforcement of the rule of law, so in the modern world, so closely linked together, the acceptance of the law superior to the will of the individual State is a condition of freedom. Our task is to work out a system by which economic and political freedom is preserved by preventing its abuse."

President Roosevelt said in Washington (January 6, 1941): "In the future days which we seek to make secure, we look forward to a world founded on four essential human freedoms, first, freedom of speech and expression everywhere in the world; the second is freedom of every person to worship God in his own way everywhere in the world; the third is freedom from want, which translated into world terms means economic understanding which will secure every nation a healthy, peacetime life for its inhabitants everywhere in the world, and the fourth is freedom from fear, which translated into world terms means worldwide reduction of armaments to such a point and in such thorough fashion that no nation will be in a position to commit an act of physical aggression against any neighbour anywhere in the world. That is not a vision of a distant millennium, it is a definite basis for the kind of world attainable in our own time and generation. That kind of world is the very antithesis of the so called new order of tyranny which the dictators seek to create with the crash of bombs."

Generalissimo Chiang-Kai-Shek said in Chunking (December 10, 1942): "The aim we and our Allies have set before us in the present war is freedom and security for humanity and its civilisation. We are not concerned with the selfish interests of a single nation or country. In contrast with the ambition of the Axis to subject other races to the tyranny of one that claims superiority, our desire is to see proper importance attached to the interests of all races."

UNITED NATIONS' SHIPPING SITUATION.

On June 2 the First Lord of the British Admiralty (Mr. A. V. Alexander) had encouraging news for the House of Commons. Here are the main points of his report :-

1. The number of U-boats sunk in May, 1943, probably exceeded the number brought into service in the same period.

2. For every four U-boats sunk in the six months ended November 30, 1942, five have been sunk in the six months ended May 31, 1943.

3. In the past 12 months more U-boats have been destroyed than in the whole preceding war period of 33 months.

4. In each of the first five months of 1943 there has been a substantial reduction in merchant shipping losses compared with the corresponding months of 1942.

5. The improved situation in the Battle of the Atlantic reflects the growing size of the Allied escort forces, and the growing total of new weapons and devices.

6. The number of U-boats operating has undoubtedly been affected by the British and American air bombardment of U-boat bases and building yards.

7. "We must still be prepared to encounter setbacks and periods of heavy loss. The enemy is bound to make great efforts to alter the present situation."

In his address to the American Congress in Washington on May 19, Mr. Churchill said: "The prodigious output of new ships from the United States building yards has for six months past overtaken and now far surpasses the losses of both Allies. And, provided no effort is relaxed, there is every reason to count upon a ceaseless, progressive, expansion of Allied shipping available for the prosecution of the war." On May 28, in a speech at Portsmouth, Mr. Eden said: "The news of the Battle of the Atlantic continues to be encouraging. Our own new construction of merchant ships is still mounting, our merchant shipping losses are still decreasing, and the sinking of U-boats is still increasing. The Battle of the U-boat still rages. It is not yet decided, but at least we feel better about it than we have done."

A HITLER BOAST.

On April 26, 1942, Adolf Hitler declared: "*What our submarines are capable of accomplishing will be continually shown more clearly month by month.*" The German U-boat, he said, was the "principal weapon" against Britain. In the four months of 1942 which preceded Hitler's statement the monthly claims made by Berlin Radio had averaged 554,325 gross tons. In the remaining eight months of 1942 they averaged 855,785 gross tons. In the first five months of 1943 they have averaged 575,720 gross tons. It looks very much as though the "principal weapon" has been blunted in recent months.

It is interesting to compare the Berlin claims for the past two months with those for the corresponding months of 1941 and 1942:—

	1941	1942	1943	
April ...	1,000,000	585,000	423,000	gross tons.
May ...	861,460	924,000	430,000	gross tons.
Totals ...	1,861,460	1,509,000	853,000	gross tons.

It is also interesting to note that during April and May of 1943 U. S. shipyards added 2,413,600 gross tons to the United Nations Merchant Fleet, as compared with 748,440 gross tons during the corresponding period of 1942.

In other words, Berlin claims have fallen by 44 per cent, and American output has increased by 222 per cent. Whereas a year ago Berlin claims exceeded American output by 102 per cent, to-day American output exceeds Berlin claims by 183 per cent.

THE OLD STORY.

Until quite recently, Berlin Radio kept up the pretence that the German U-boat arm was an invincible weapon, which was destined to achieve ever greater success month by month until decisive victory was won. The following series of extracts from broadcasts is representative of this theme :—

October 16, 1942 : (*Berlin in English*)—

"The German attacks in the convoy battle of the North are still going on as strong as ever, and are not in the least affected by rough weather or anything else."

November 22, 1942 : (*Berlin in Hindustani*)—

"Axis submarines are successfully operating in all the waters of the world, destroying Allied shipping almost every minute of the day. The British and Americans cannot stand these heavy losses for long."

December 30, 1942 : (*Berlin in Hindustani*)—

"In spite of bad weather, our U-boats achieved magnificent successes during November, and this month their activities have considerably increased."

January 1, 1943 : (*Berlin in English*)—

"The German U-boat arm is becoming a more fearful weapon from month to month ....It certainly does not look as if the German U-boats are going to be the first to give up the race."

January 13, 1943 : (*Berlin in English*).—

"No satisfactory method of combating the U-boat has been devised ; neither direct defensive measures nor the building of new ships have had the desired results."

February 1, 1943 : (*Berlin in English*)—

"The U-boats have again had good success. But in the months to come—and, above all, after February—it must be expected that their achievements will be ever higher in point of tonnage sunk."

February 6, 1943 : (*Berlin in English*)—

"The British Empire is in danger of being annihilated by the periscopes. Allied shipping losses are increasing day by day."

CHANGED TONE.

There has been a marked change of tone in recent weeks. The comparatively small claims for April and May have had to be "explained away." On May 2, Berlin informed

us that the claim for April was much lower than that for March because there were fewer Allied ships at sea. Mr. A. V. Alexander has refuted that contention by announcing that imports into the United Kingdom in April were higher than in any of the preceding 15 months. Here are other recent statements:—

May 6, 1943:—(*Berlin in English*)—

(Quoting a commentary by Vice-Admiral Luetzow) " It is *not* to be hoped that the submarine successes will mount steadily, in view of the fact that after a month of intense activity some of the U-boats usually have to return to their bases...........the enemy left no stone unturned to defend himself successfully against the submarines."

May 31, 1943: (*Berlin in German*)—

(Quoting the *Voelkischer Beobachter*) "Even in times of fewer sinkings our submarine arm forces the enemy to fight incessantly...........Even should there be some fluctuation in the figures of vessels sunk, the U-boat war still goes on."

June 1, 1943: (*Berlin in English*)—

(In a talk entitled " Facts and Fiction ") " There is no denying the fact that there has been another let-up in the figures of enemy tonnage sunk...........Any and every chance is being used to increase defence measures. This has resulted in a drop in U-boat successes."

It is particularly significant that the bulk of this talk on June 1, which ostensibly reviewed the war at sea, was devoted to recalling the Japanese victory over the Russian Fleet 38 years ago.

SUMMING UP.

To sum up, statements by Allied leaders, to the effect that the current news of the war against the U-boats is encouraging, are in large measure confirmed by the enemy radio. It is possible that the U-boats will have better luck in the months ahead; any attempt at prophecy in this respect would be futile, from which Allied leaders wisely refrain. But whatever happens in the future, the failure of the U-boats in recent months has in effect increased the United Nations Merchant Fleet by a substantial margin. In the past six months U. S. shipyards alone have built enough ships to replace all those *claimed* sunk by Berlin in the same period, and at the same time to increase the size of the United Nations Merchant Fleet to the extent of 285 vessels (2,311,720, gross tons). If the output of U.K. and Canadian yards is taken into consideration, it may be said that to day the United Nations possess about 3½ millions gross tons more than they did six months ago. Far from crippling our offensive power, the U-boats have so far failed to prevent it from increasing.

"MINES WERE LAID IN ENEMY WATERS."

[*How often have you heard this phrase in the B. B. C.'s news bulletins? You may have thought that minelaying by air was a picnic for R. A. F. pilots. Carl Olsson reminds you in this article from " London Calling " that it is a job calling for a high degree of courage, great coolness, and resolution.*]

" Last night aircraft of Bomber Command laid mines in enemy waters." Behind that familiar terse phrase in R. A. F. communiqués, there is a story of brilliant planning and of super-flying by R. A. F. pilots under extremely hazardous conditions, a story

which began almost when this war started, the story, furthermore, of a secret but most potent weapon in our operations against the enemy.

On many nights, and especially on those nights when the weather makes bombing attacks on German cities too chancy and expensive, our Stirlings, Lancasters and Wellingtons set out with their loads of death-dealing mines which they drop in the sea lanes used by German transport. They are planted in canals and coastal waterways all the way from Norway to the French Atlantic coast, in the Baltic, Kattegat, Kiel Canal, and, indeed, in all Axis waters, even as far away as the Mediterranean..............in all waters where it would be risky for our naval minelayers to penetrate.

This minelaying from the air was the first and probably the best example of co-operation between two Services. The Royal Navy decides where, when and what types of mines shall be dropped, and the R. A. F. does the job.

MAGNITUDE OF THIS HIDDEN TASK.

You can get some idea of the magnitude of this hidden task by some figures recently disclosed in a joint R. A. F. and Admiralty bulletin. In fifteen months ending September last our minelaying aircraft had flown a total of 3,000,000 miles, and since the beginning of the war the number of mines laid runs well into six figures (against the total of 128,652 laid by the navy for the whole of the last war).

The actual effects of all this difficult and dangerous work cannot be gauged exactly. The enemy does not report his losses. But our combined Intelligence Services estimate that for every enemy ship known to be sunk by mines there is at least another that has suffered the same fate.

Ships sunk are of course a direct return for the effort involved. But it is the indirect effect of this aerial minelaying that probably pays the best dividends to our war strategy.

With Hitler's forces strung out over Russia and Europe, from the Don to the Atlantic, and from North Cape to the Mediterranean, his supply and transport services are strained to the uttermost. The continual onslaught made by Bomber and Fighter Commands on the German and French railway systems has driven a lot of his supply transport into seaborne coastal traffic.

When we mine those routes and keep on mining them we cause tremendous delay and dislocation that affect in turn all the enemy's war plans.

Minelaying from the air diverts German sea traffic to other routes where it becomes vulnerable to other forms of attack. Lastly, an enormous amount of the enemy's available man-power and tonnage is diverted to running the large numbers of minesweepers he requires to keep hundreds of miles of sea lanes continually swept.

And the men he must use for this work are of a type he can ill afford to spare. He cannot use cripples or children or women on minesweeping work.

It is well known now that most mines dropped from the air come down with a parachute device to lessen the impact shock, a shock which might upset the mine's mechanism when it strikes the water. But mines, too, are of many different types, each suited for a particular kind of operation. There is a continual battle of wits going on between our scientists on the one hand and the German minesweeping services on the other.

MOST DIFFICULT KIND OF FLYING.

What is minelaying like from the pilots' and air crews' points of view? First, it involves the most difficult kind of flying and extraordinary navigation skill. It is no use sowing mines any-old-how in enemy waters. They must be laid in specific spots decided upon by the Admiralty from its knowledge of the sea routes used by the enemy. And those spots must be found in the dark, over water and without the help of those landmarks that guide the crews on their way to a bombing target. It is mostly low flying, and the pilot has to do his best to conceal his presence by glide approaches with engines cut off. Remember that spotters from sea and shore are continually on the look-out and ready to warn their minesweepers of suspect positions.

Such low-flying penetration, often into the enemy's very backyard, into heavily defended places, such as the Kiel Canal, also calls for a high degree of courage, great coolness, and resolution.

From the point of view of the average bomber pilot it is also very monotonous, boring work, and work without any immediate reward to the eye or feelings. When he attacks a land target, even though he may have to fight his way through a lot of flak and air opposition he has at least the satisfaction of seeing his bombs hit the target; he sees the fires and the angry attempts of the enemy to confuse him and drive him away. But with minelaying there is none of that relief. After the strain of finding the exact spot in the dark he presses a button or pulls a lever and the mine vanishes silently into the shadowy waters below. And that is that. No bangs or flashes. He doesn't even know whether the deadly thing he has sown will have any direct effect or not.

Aerial minelaying is an invisible front which we are putting up against the enemy. But to those engaged on this dangerous, thankless, and quite unspectacular task there is at least the satisfaction of knowing that it is one of the most valuable fronts of all.

INDIAN TROOPS IN THE MIDDLE EAST.

TRIBUTES TO GALLANTRY.

"The record of the Fourth and Fifth Indian Divisions, the Third Indian Motor Brigade and others in the war in Africa as a whole has been outstanding and one for which India, the Empire and the United Nations have reasons to be grateful", declared Gen. Sir Alan Hartley, Deputy Commander-in-Chief, in the Council of State on February 15, 1943.

Since then, the Indian troops have gained fresh laurels in Tunisia. In a message to Field Marshall Wavell on April 8, General Alexander bore witness to the "conspicuous dash and vigour" of the Fourth Indian Division in turning the Mareth positions. And the gallantry subsequently displayed by this Division has evoked universal praise. "We have watched with admiration", said Mr. Churchill in a message to H. E. the Viceroy, "the splendid achievements of the Fourth Indian Division in the battle of Mareth and in the recent victory of Wadi Akarit. The high renown of India's soldiers and of the redoubtable Gurkha troops has been enhanced by the outstanding performance of the Indian Army in all the campaigns of the Middle East......We take pride that India's fighting men should now share in the success which has crowned the long uphill contest in which they have played so valiant a part."

FROM ERITREA TO TUNIS.

During the last three years Indian troops have covered themselves with glory in the various theatres of war in the Middle East. Whether in Italian Eritrea or British Somaliland, in Abyssinia or Syria, in Libya or Egypt, their performance has been worthy of India's great military tradition, and the place-names of Keren, Kissone, Mezze, Sidi Barrani, Libyan Omar, Angila, Jalo, Bir Hakeim, Benghazi, Mareth, Wadi Akarit and Tunis will ever bear testmony to their heroic performance.

The Fifth Indian Division, together with other formations from this country, played an outstanding part in the conquest of Italian Eritrea. Many of their deeds of gallantry in storming the heights of Keren were recorded for award. Many a deed must unfortunately have passed unnoticed on the rugged hill sides of Eritrea. The deeds of valour of Indians at Kissone, and in the epic defence of Mezze, contributed not a little to the successful conclusion of the Syrian compaign.

THE FAMOUS "FOURTH."

The capture of Libyan Omar by the Punjabis during Gen. Auchinleck's November offensive of 1941 ranks among the finest achievements of Indian arms. Advancing through a bullet-swept inferno, they stormed its defences. The Libyan oases of Angila and Jalo, 200 miles west-south-west of Giarabub, were similarly stormed and the Italian defenders captured. And it was the Fourth Indian Division which in this campaign formed the spearhead of the 8th Army's thrust into Cyrenaica from Tobruk onwards. "No praise" said Gen. Ritchie at the time, "could be too high for their achievements."

The Seventh Indian Infantry Brigade, trapped in the Benghazi area in January 1942, battled its way successfully through the steel ring of Rommel's columns, and after a 200-mile desert march through enemy occupied territory rejoined the 8th Army.

When Rommel started his offensive in May 1942, an Indian Field Regiment, as part of the Third Indian Motor Brigade, took on the entire Panzer forces of the German *Afrika Korps* east of Bir Hakeim. It smashed 51 enemy tanks before its positions were over-run. Referring to this exploit, Gen. Auchinleck in a message to Field Marshal Wavell described it as "a glorious achievement which may well have saved us from a reverse on May 27" (1942). At El Alamein the Fifth Indian infantry Brigade held on to the Ruwisat Ridge, despite the aggressive onslaughts of Rommel in June and July 1942, and contributed its full share in the Allied break-through in October last year.

CAPTURE OF ARNIM.

At Mareth and Wadi Akarit the Indian troops again demonstrated their mettle. Later, the Fourth Indian Division played a conspicuous róle in the capture of Tunis, and as a crowning deed they captured the commander of the Italo-German forces in Tunisia, Gen. Von Arnim. In a telegram to H. E. the Viceroy General Eisenhower said: "We are indeed proud to have had your gallant Indian troops fighting with us in Africa."

Apart from these exploits of Indian forces in the actual theatre of war, Indian units are also helping to garrison other parts of the Middle East from Eritrea to Cyprus, and form a large proportion of the forces under Gen. Powhall in the Persia-Iraq Command. And Indian skill and labour has played a major part in building up the vital line of communications and supply to Russia from the Persian Gulf.

IN THE LAST WAR.

It may be recalled that in the last world war Indian troops played an equally, if not more, important part. Within a month of the declaration of war a trained corps had

sailed for France, where they helped gallantly to fill the breach in the Allied line until it could be reinforced. When the activities of the Indian troops were concentrated in Eastern theatres of war, they again distinguished themselves in Mesopotamia, Gallipoli and Palestine. Nearly a million and a quarter men, combatants and non-combatants, left for service abroad and took part in widely scattered theatres of war—in France, Belgium, Gallipoli, Salonika, Palestine, Egypt, the Sudan, Mesopotamia, Aden, Somaliland, the Cameroons, East Africa, North-west Persia, Kurdistan, South Persia, Trans-Caspia and North China.

"No troops have better earned the title of veterans" wrote the *Daily Telegraph* last month about the Indian troops' contribution in the present war. They have fought in Norway, they have fought in Flanders, they have fought in Greece, in Crete, in Malaya and in Burma. And they have after an impressive and ceaseless struggle in Africa and the Middle East cleared the enemy from African soil. By maintaining a heroic struggle against Axis forces, both in the outlying theatres of war and on the outer bastions of India's defence, Indian soldiers have added one more brilliant chapter to a glorious past. "Wherever human daring is honoured among men", wrote the London *Evening Standard* on May 19, 1943, "the valour of Indian troops has made fighting Indians a legend."

INDIA'S CONTRIBUTION IN THE SUPPLY FIELD

TO NORTH AFRICAN VICTORIES.

The story can now be told of India's contribution in the supply field to the victories in North Africa.

Apart from the men and the machines of the Allied Forces, India was almost wholly responsible for the supply of bulk stores to this theatre—from railway wagons to landing craft, and electric torches to trouser buttons—long before the full force of American aid gave the promise of victory. Many hundreds of steel huts and sheds for housing troops in training, and similar structures for military garages, hospitals and aeroplane hangars were fabricated in India, from Indian steel. Their total area would be well over a thousand acres.

Steel was also supplied from Indian workshops for the provision of water supply in the arid, waterless desert, and the length of the water-pipes alone would reach many thousands of miles.

As the victorious army passed on, behind the lines Indian Engineers and Pioneers were joining up the last link of the vital railway line from Mersa Matruh to Tobruk. At one time, India was solely responsible for the supply of rolling stock, locomotives, trucks, sleepers, wagons and all ancillary equipment.

It reflects the confident ability of the Royal Navy and the Royal Air Force that this line happened to be built on the promontory of Libya in the full gaze of Axis shipping and air bases.

Then, timber for the railway sleepers, for jetties, lorries, vehicles, packing stores, ammunition boxes, telegraph poles, and a hundred and one other uses came from India, and it is estimated that India supplied all, or nearly all, of Mid-East requirements.

ASSAULT CRAFT FROM INDIA.

From the naval yards of India came many assault and self-propelling landing craft. These played an important part in the provisioning of our troops along the North African coast, and in spectacular raids on enemy-occupied villages.

Much could be written of the way in which Indian manufacturers developed new industries to meet the vast needs of the armies overseas. Examples of new products are electrical cables of many kinds, electric fans, and water valves and pumps, while the ceramic industries of India began for the first time to produce porcelain cleats, insulators and fuse-holders. Similarly, India developed a new industry of plastics to make bakelite lamp-holders and ceiling roses.

OUTSTANDING CONTRIBUTION.

An outstanding contribution in this field was the supply of dry batteries and cells. Communication between aircraft from air to ground and *vice versa* depends largely on the efficiency of the batteries the planes carry. Shipments to the Middle East from the United Kingdom by the long Cape route impair the batteries' effective life. Arrangements for the production of a particular type of batteries required for the R. A. F. were therefore begun in India during the latter part of 1941, and since then India has supplied for the R. A. F. alone nearly five million cells. If other services are taken into consideration, the number of batteries supplied would reach astronomical figures.

The Battle of El Alamein, it is said, was won largely through effective camouflage. Large quantities were despatched from India of camouflage paints, nets, and hemp. Stretched end to end, the nets would loop the world eight times.

These camouflage nets are not all the product of India's high power factories, but are being made by the thousands in the villages and the little known parts of India. They play an important part in the concealment of troop concentrations, particularly of artillery before an offensive.

A certain type of mountain-gun, which was used with marked success in the Eritrean campaign and will find more uses in other campaigns to come, has been "adopted" by India, and India has undertaken full responsibility for the equipment and maintenance of these guns.

Nearly 90 per cent of the tents which protected the troops from the torrid heat, the canvas and ground sheets which kept the pernicious sand out of the tanks, planes and motor vehicles, went from India. Indian pattern tents gradually replaced other pattern tents in the Middle East, while troops wore clothes made in India, and to a lesser extent walked in boots supplied from Indian factories. And of the food they ate, a large proportion came from India. Scientific dehydration, one of the first developments in India since the war, enabled India to supply 40,000 tons.

MEDICAL STORES.

Among medical stores, equipment and comforts for troops, India supplied over 50,000 stretchers, over 1,000,000 blankets, 250,000 mosquito nets, 1,500,000 water tasting tablets, and 160 tons of anti-mosquito cream, to say nothing of 336,000 ounces of castor oil. 1,500 different items of medical stores were supplied from India, and of field dressings, over 1,250,000 of the 2½ inch wide bandages, which are part of the first-aid

equipment for every soldier in the field, and if stretched from end to end, would extend well over 2,000 miles.

INDIRECT HELP FOR RUSSIA.

The most important and far-reaching effect of India's contribution—outstanding as it has been—was the enormous saving in shipping tonnage which was effected. Had it been necessary to supply from the United Kingdom, it would have taken so much more shipping away that it is doubtful if on the other front so much tonnage could have been spared for Russia. Along the shorter supply route India pumped steadily over 1,500,000 tons of stores, which may be regarded as so much extra tonnage released for Russia.

The safe convoying and delivery of supplies rested on Indian convoy ships, while on the Persian Gulf and on the North African ports an enormous amount of material, labour and technical supervision supplied by India helped to extend port facilities in Egypt and Iraq. In the later stages of the campaign, these ports were thus able to cope with the vast amount of supplies, especially from the Eastern Group and the U. S. A.

Several times during the North African campaign, when supplies expected from the United Kingdom and America were lost *en route*, India supplied from her own resources. In one of these instances, 7,000 tons of steel sheets rolled in India were shipped to the Middle East for the manufacture of anti-tank mines—when these could not arrive from England without dangerous delay—and enabled the vast mine-fields to be laid which proved so invaluable during the defensive war of last year.

ECONOMIC AID.

(The following is an extract from a recent speech by Mr. C. H. Masterman, C. I. E., I. C. S., at Vizagapatam).

Why should you subscribe to Defence Loans? For three reasons. Firstly, the most important reason, you will be lending your money to Government to carry on the war. Secondly, the least important reason, you will be making a good investment for yourselves, and thirdly, because in putting money into Defence Loans, you will be helping a great deal to solve this difficult and important problem of inflation and rise in prices. The first two reasons require no explanation, but the last perhaps does.

Put in the simplest words possible, and avoiding the use of the economists' technical terms, the position in India is that there is a scarcity of certain commodities, and at the same time, a very large amount of money in circulation. These two factors together inevitably lead to a general rise in prices. The first factor—the scarcity of commodities—requires no proof. You all know that things are difficult to get. That is due entirely to the war. It is due partly to the fact that Japan is in occupation of places like Burma and the Dutch East Indies from which, before the war, we used to get such commodities as oil, rubber, rice and so on, and partly to the fact that shipping to this country cannot be spared, except to bring in essential war materials. Nothing very much can be done about it. It is an inevitable consequence of a world-wide war.

DIFFICULTIES OF TRANSPORT.

Scarcity in particular places within the Province is a different matter. This is largely due to the difficulties of transport within the country. Everything possible is being done to organize better distribution within the Province, but you must remember that, in war time, transport both by rail and by motor transport *must* be very difficult. I am myself a member of the Regional Board of Transport, and I know that the difficulties are great. I can only assure you that everything possible is being done to ease the situation.

The second factor—that there is a large amount of money in circulation—does, I think for some people at any rate, require some proof. Well, I can give you a few homely instances to show that this is so. Land Revenue collections have never been better. People want to pay their income-tax in advance while the going is good, because at the present time they have plenty of money with which to pay. The consumption of arrack and toddy has almost doubled. All of which instances clearly show that people of all classes have money to spend.

It is important, then, to divert as much as possible of that large amount of money in circulation by inducing people to *save*, instead of spending their money on non-essentials, or on a larger quantity of essentials than they really need. I feel sure that many people are still spending in war time much more than is necessary, on entertainments, marriages, festivals, and the like. If you put all the money you can spare, over and above what you really require for the necessities of life, into Defence Loans, you will be doing a real service, not only by lending to the Government money with which to carry on the war, but by diverting some of the surplus money in circulation into channels where it cannot be spent on non-essentials, and in the long run you will be doing much to check the general rise in prices.

PROBLEM OF HIGH PRICES.

This question of high prices is greatly exercising people's minds at present. So many pronouncements have been made about the question that people begin to say, "We do not know where we are." Well, the shortest and I think, the best answer, to those people is, "You are in the middle of a worldwide war, and in the middle of such a war you cannot expect everything to run like clock-work." You must expect some scarcity. You must expect difficulties in transporting things from producing centres to where they are needed for consumption, and you must expect that commodities will be dear. As I have already explained, the high price of commodities is due to two factors—a decrease in the amount of goods for sale and an increase in the amount of money with which to purchase things. Both are due primarily to the war. The scarcity of some goods is due, as I have explained, to the fact that some producing countries, such as Burma, are in enemy's hands and to the fact that ships cannot be spared to bring things to this country ; the increase in the amount of money in circulation is due largely to the amount of money which the Government have had to pay out for war supplies and wages to those working on military works.

"SAVE BY RATIONING OURSELVES."

The question is what the ordinary person can do to remedy things. I am suggesting this evening that we can all help by living more economically, by refusing to hoard, and by putting what we thereby save into Defence Loans. In other words, I am suggesting that we ration ourselves and put what we save by rationing ourselves into War Loans.

THE SETTING SUN IN THE PACIFIC.

JAPANESE NAVAL AND SHIPPING LOSSES.

The following table gives Japanese naval and shipping losses in the Pacific from the start of the war to June 11. These statistics are compiled from U. S. Naval communiqués as well as reports issued by General Mac-Arthur's headquarters. Because of possible minor duplications, which cannot be determined at the time that the reports are issued the two totals cannot accurately be combined.

SUMMARRY FROM NAVAL COMMUNIQUÈS

Combatant Ships.	Sunk.	Probably Sunk.	Damaged.
Battleships ...	... 2	...	9
Aircraft-Carriers	... 6	1	7
Cruisers ...	... 24	4	44
Destroyers ...	... 60	19	60
Submarines ...	... 6	1	6
Tenders ...	... 1	1	4
Unspecified Types	... 21	2	17
Totals	... 120	28	147
Non-Combatant Ships	... 195	23	96

SUMMARY FROM GEN. MACARTHUR'S COMMUNIQUÈS.

Combatant Ships.	Sunk.	Probably sunk.	Damaged.
Battleships ...	... ...	...	1
Aircraft-Carriers	... 1	...	2
Cruisers ...	... 10	...	20
Destroyers ...	... 14	...	20
Submarines ...	... 10	...	2
Tenders ...	... 1	...	...
Gunboats ...	... 4	...	...
Torpedo Boats	... 1	1	1
Unspecified Types	... ...	1	1
Totals	... 41	2	47
Non-Combatant Ships	... 99	9	171

In addition to these ships reported as sunk, probably sunk and damaged by General MacArthur's forces, there are 243 miscellaneous small craft such as barges, fishing boats, etc., which have been "sunk or damaged."

"THE CRAWLING DEATH".

GERMAN NAME FOR THE R. A. F. MUSTANG.

Der Kriechende Tod—"the Crawling Death"—is the name given by the Germans to the Mustang, the American-built fighter plane used by the British Royal Air Force for low level attacks on Nazi transportation and communications in Europe. Every line, provision and device in this ship was built for high speeds at low levels, and it flies so low that it appears to be crawling on the ground—if 'crawling' can be applied to a plane which moves through the air at 400 miles an hour. Mustangs fly across the English Channel at wave-top level, sometimes kicking up a wake with their propellers.

They fly low to avoid radio detection, and often complete their missions and are winging their way home before the enemy's alarm system has sounded. The secret of the Mustang's phenomenal performance is its stubby wing design. A new contour prevents turbulence and drag from developing in the denser air at sea levels.

PUDUKKOTTAI STATE NATIONAL WAR FRONT BUREAU.

PROGRAMME.

LECTURE CLII (*Batch 5*).

26- 6-43	Municipal Office	... 6.00 p.m.
27- 6-43	Alangudi	... 7.00 "
"	Rasiamangalam.	7.30 "
28- 6-43	Tirumayyam	... 7.00 "
"	Melur	... 7.30 "
29- 6-43	Pallivasal	... 7.00 "
"	Pillamangalam.	... 7.30 "
30- 6-43	P. Puduppatti	... 7.00 p.m.
"	Vendampatti	... 7.30 "
1- 7-43	Vellanur	... 7.00 "
"	Sembattur	... 7.30 "
2- 7-43	Puliyur	... 7.00 "
"	Kannangudi	... 7.30 "

LECTURE CLIII. (*Batch 6*)

3- 7-43	Municipal Office	... 6.00 p.m.
4- 7-43	Kilanilai	... 7.00 "
"	Kilanilai-Puduppatti..	7.30 "
5- 7-43	Perumanadu	... 7.00 "
"	Pulvayal	... 7.30 "
6- 7-43	Sadayampatti	... 7.00 "
"	Oliyamangalam	... 7.30 "
7- 7-43	Annavasal	... 7.00 p.m.
"	Kilakkurichchi	... 7.30 "
8- 7-43	Malampatti	... 7.00 "
"	Perambur	... 7.30 "
9- 7-43	Alavayal	... 7.00 "
"	Ammankurichchi	... 7.30 "

RECRUITING—ADVERTISEMENT—4 p. m.

26—6—43	Tirumayyam.
27—6—43	Embal.
28—6—43	Mullangurichchi.
29—6—43	Konapattu.
30—6—43	Kilanilai-Puduppatti.
1—7—43	Alangudi.
2—7—43	Pudukkottai.
3—7—43	Vettamviduthi.
4—7—43	Kodumbalur.
5—7—43	Viralimalai.
6—7—43	Ramachandrapuram.
7—7—43	Karambakkudi.
8—7—43	Kulipirai.
9—7—43	Pudukkottai.

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